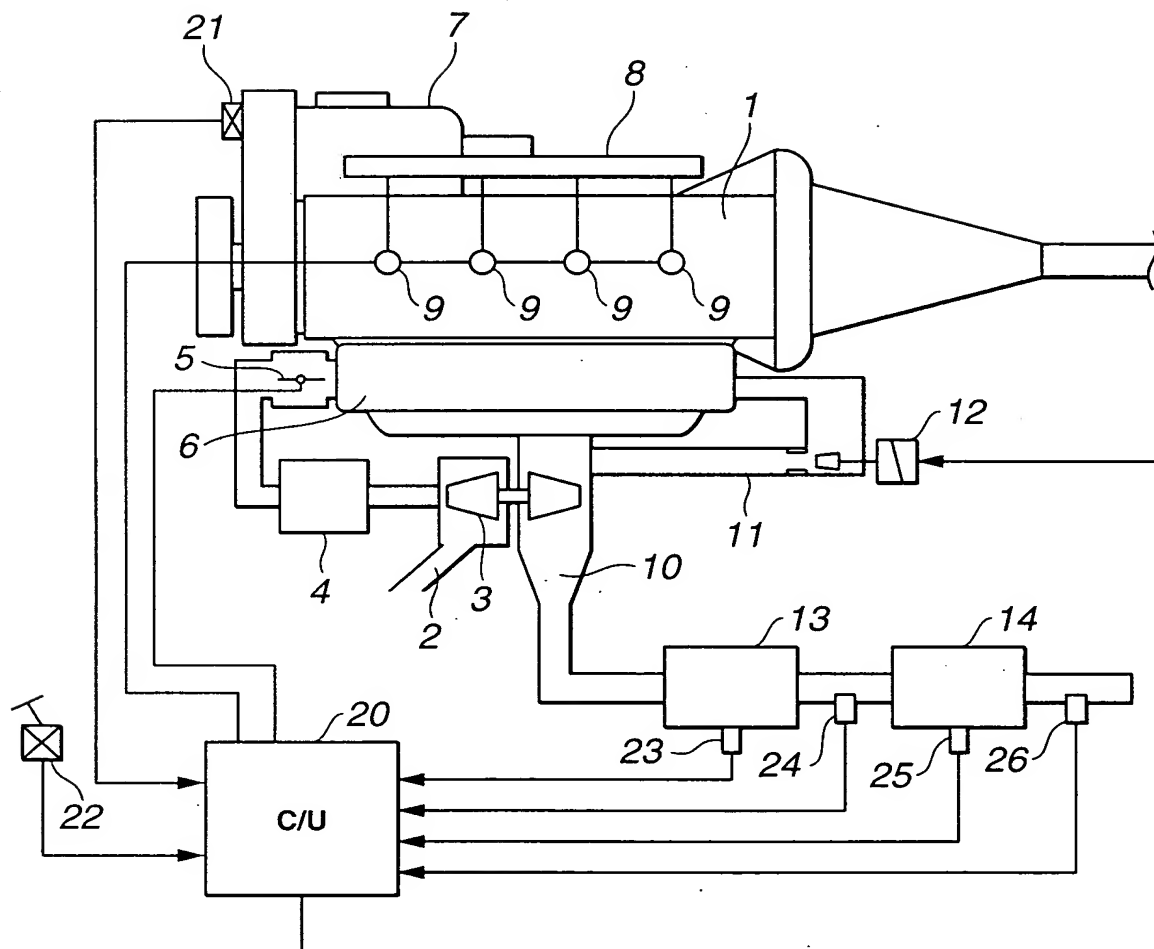


**FIG.1**



**FIG.2**

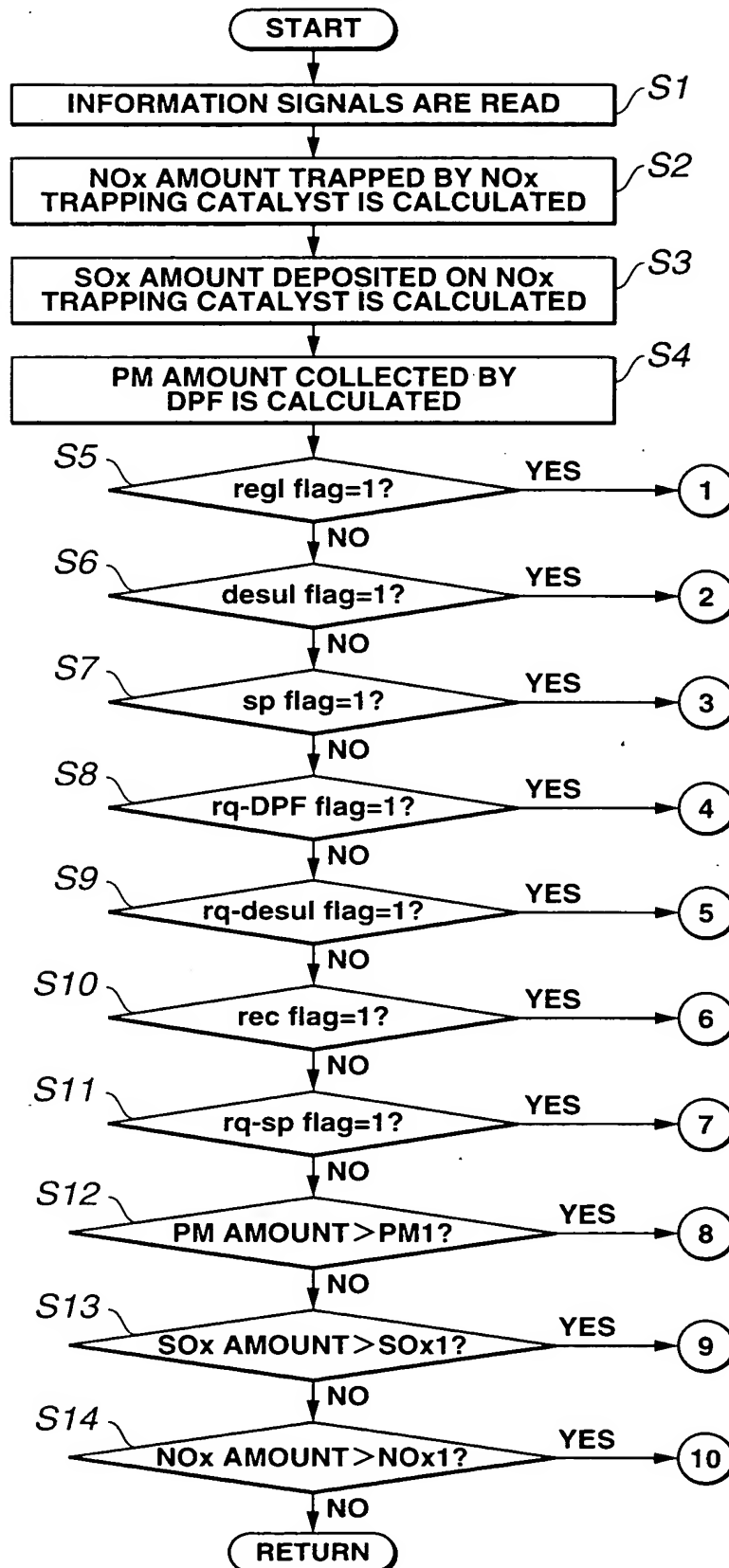


FIG.3

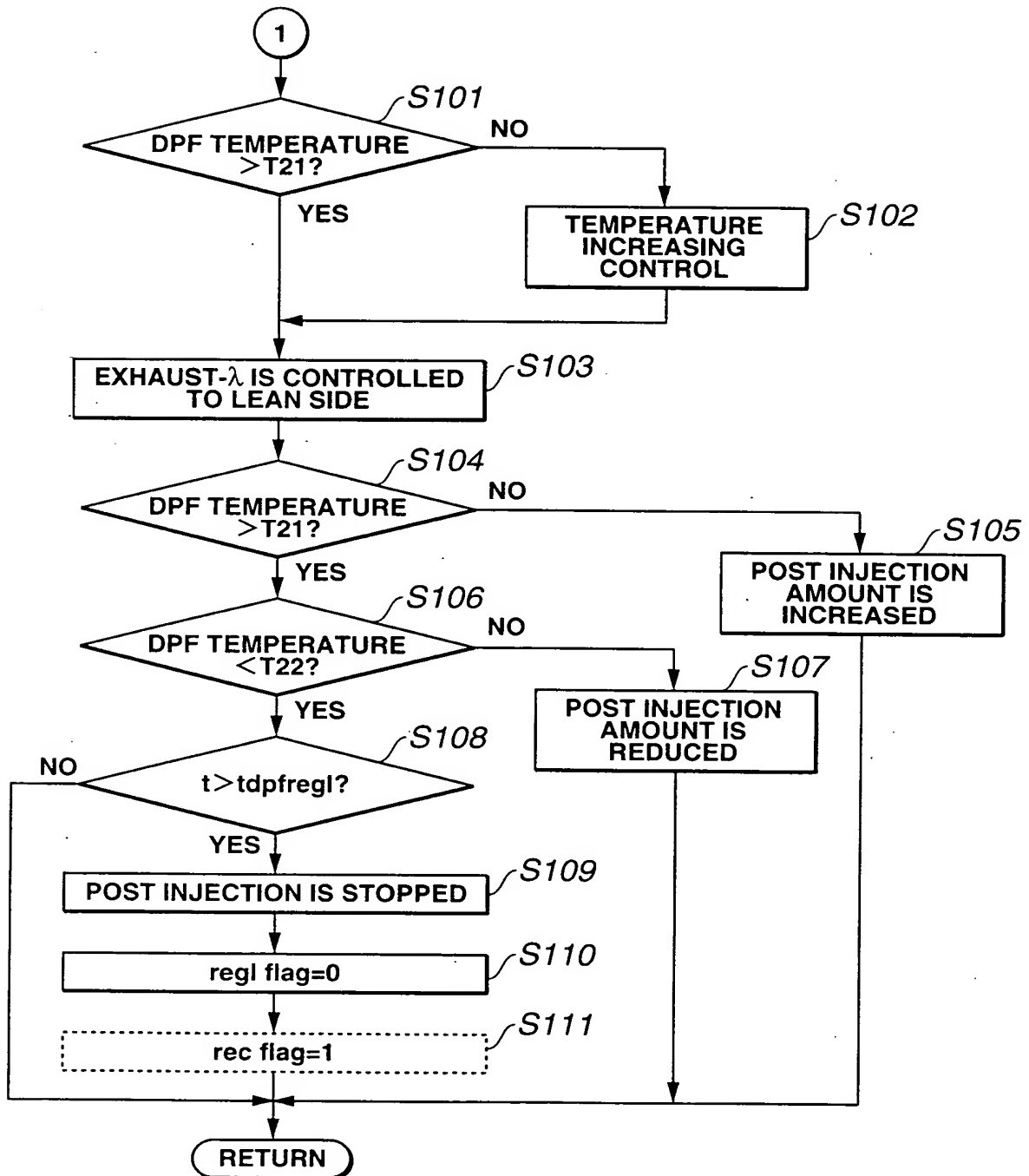
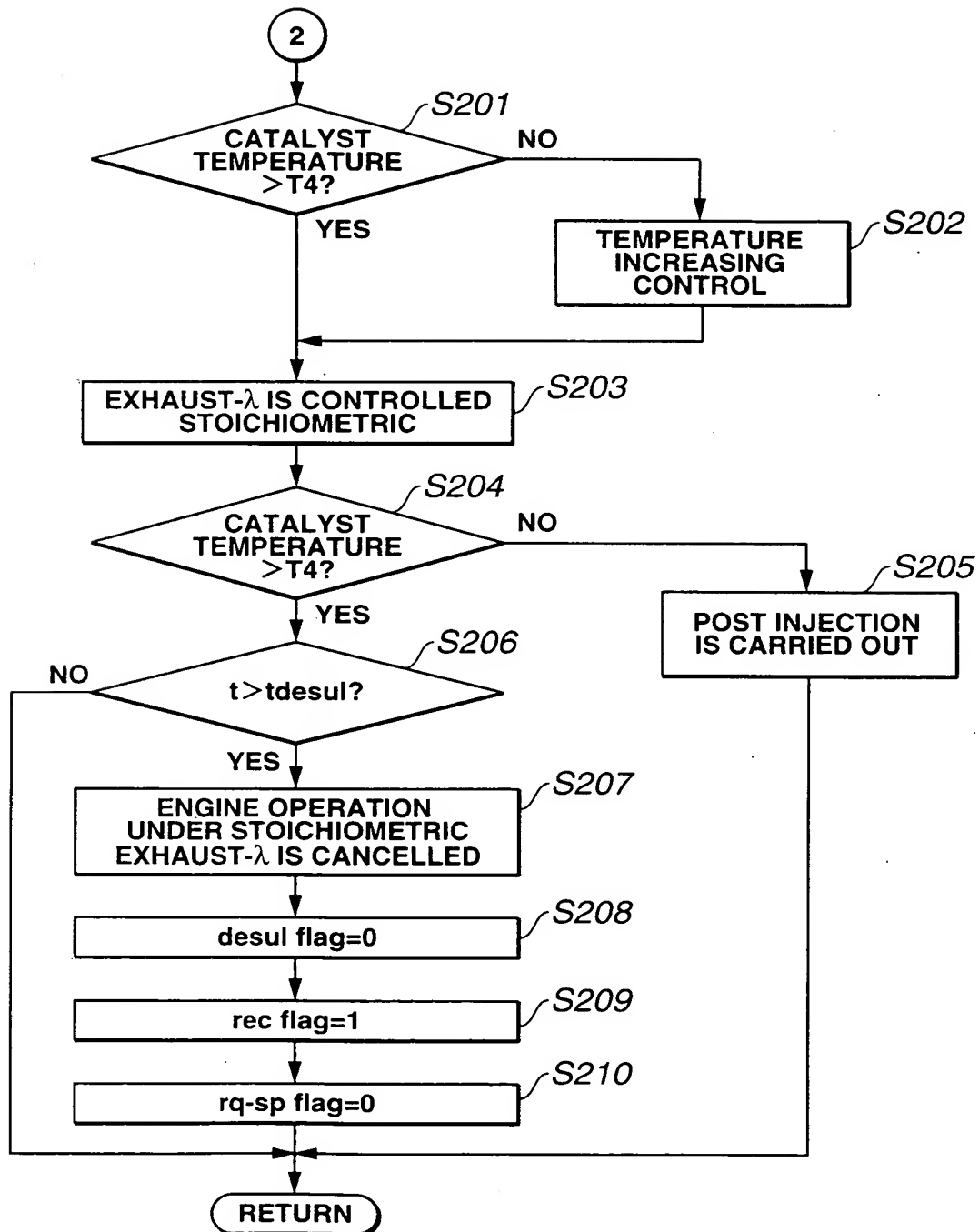


FIG.4



**FIG.5**

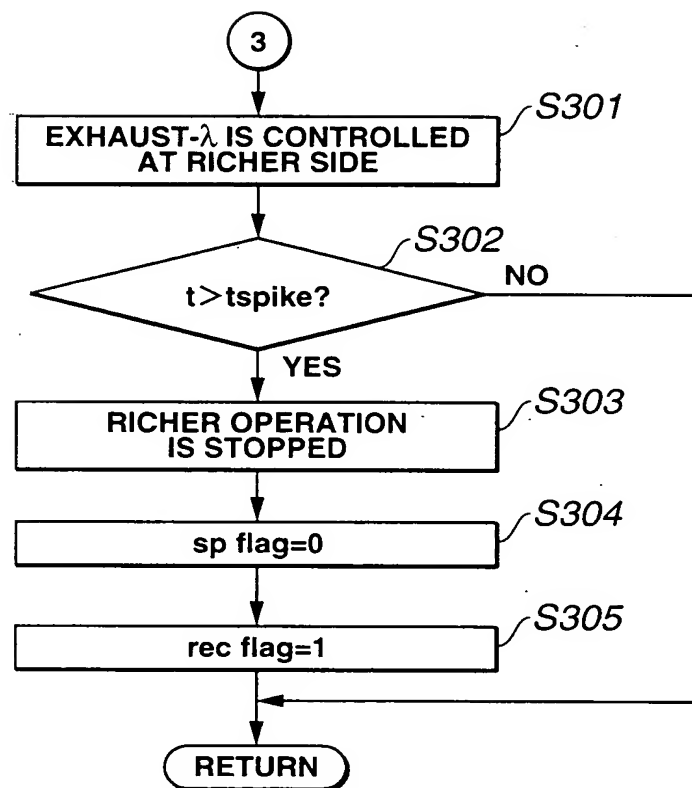


FIG.6

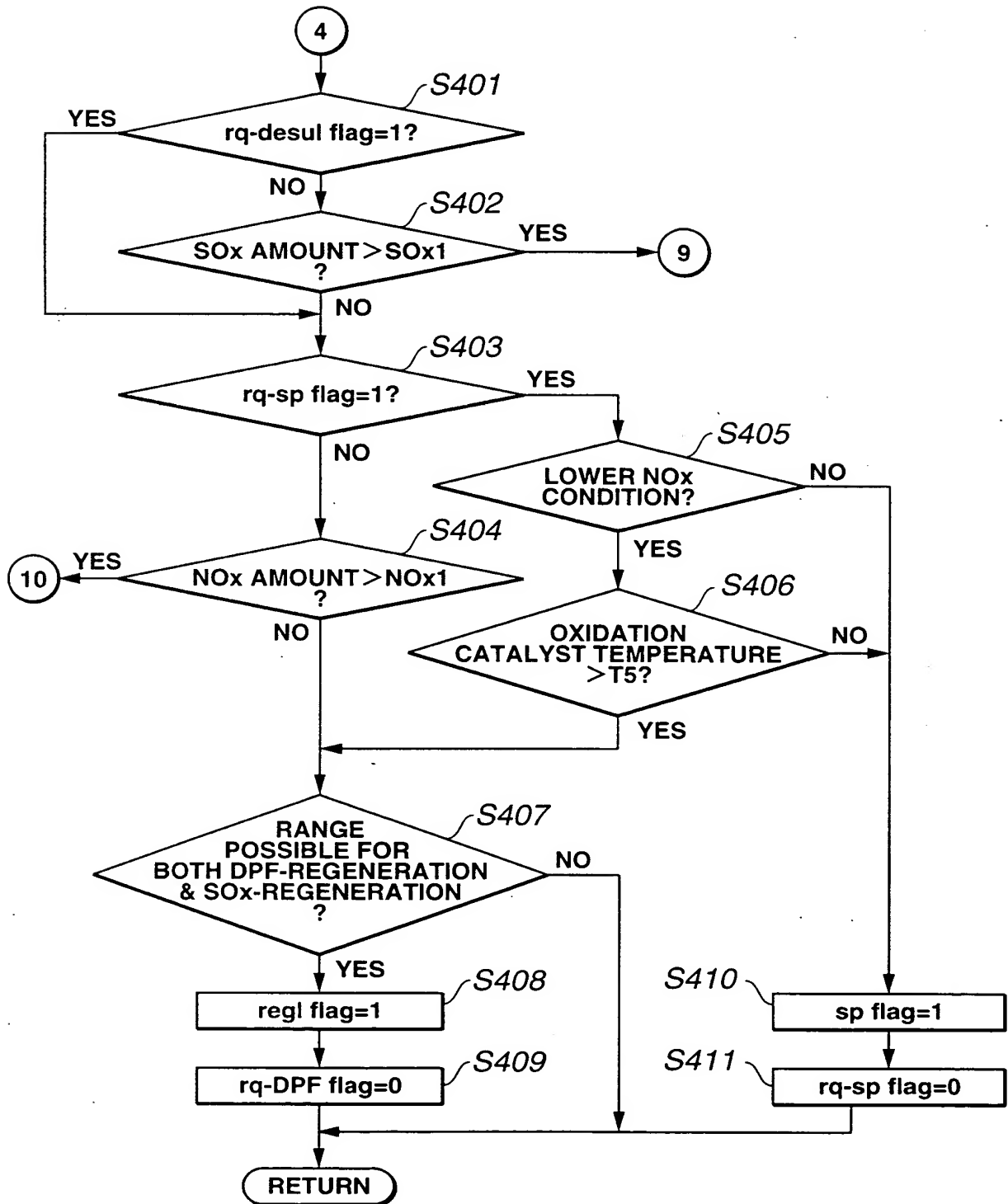
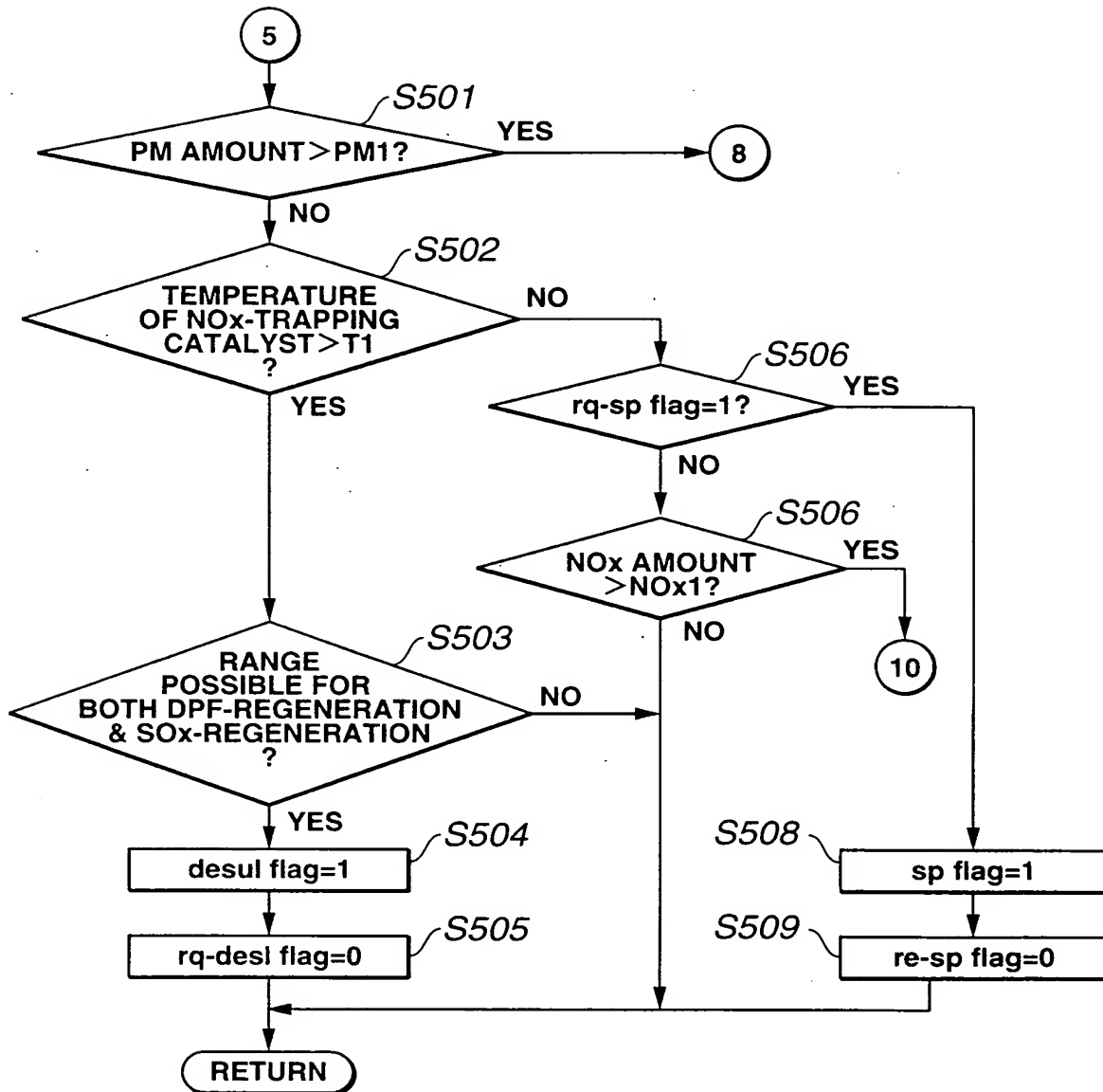
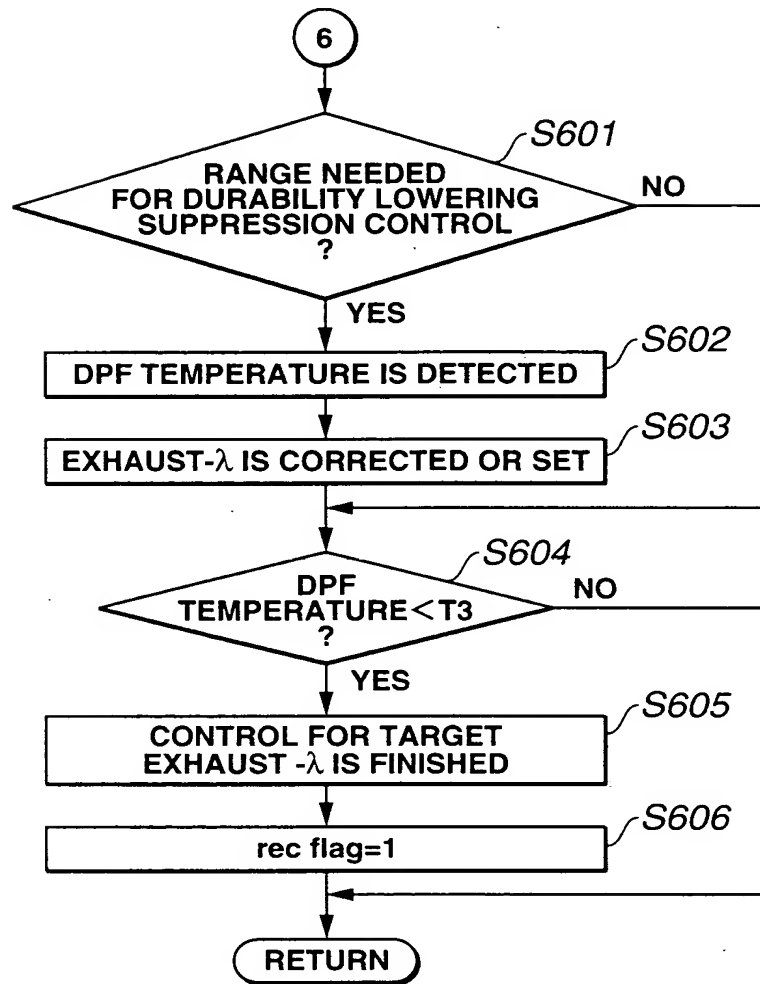


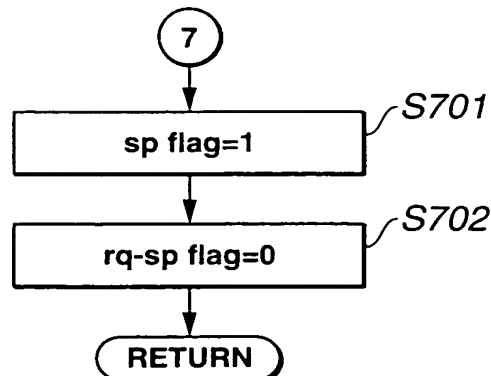
FIG.7



**FIG.8**

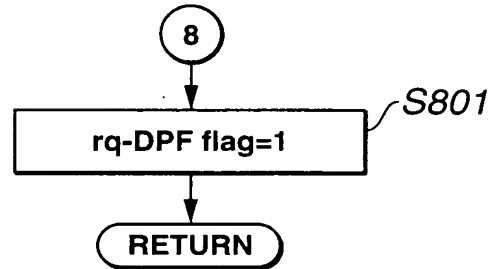


**FIG.9**

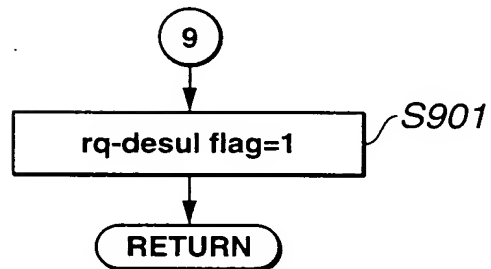




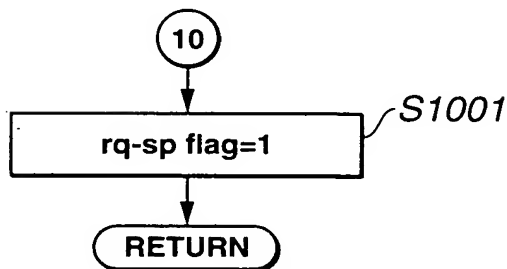
**FIG.10**



**FIG.11**

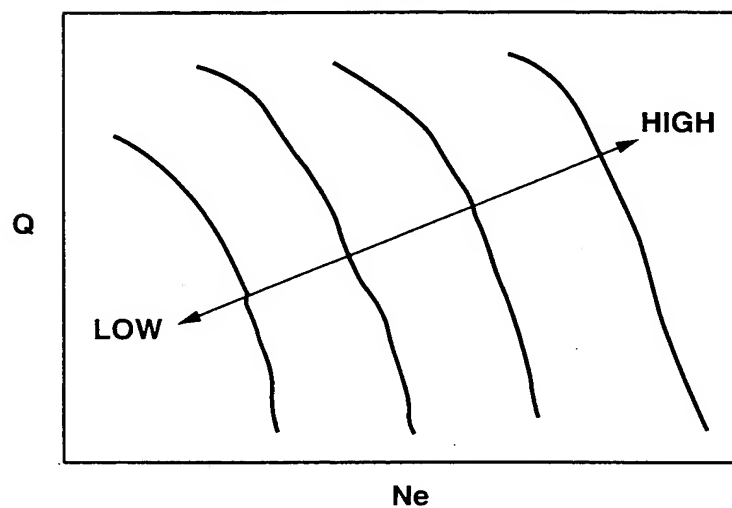


**FIG.12**



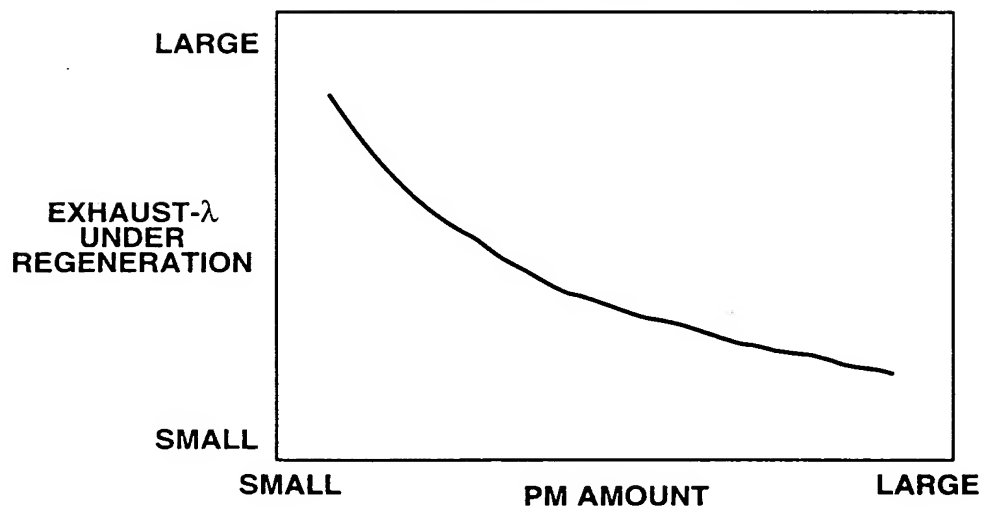
**FIG.13**

THRESHOLD VALUE OF EXHAUST  
PRESSURE AT INLET OF DPF



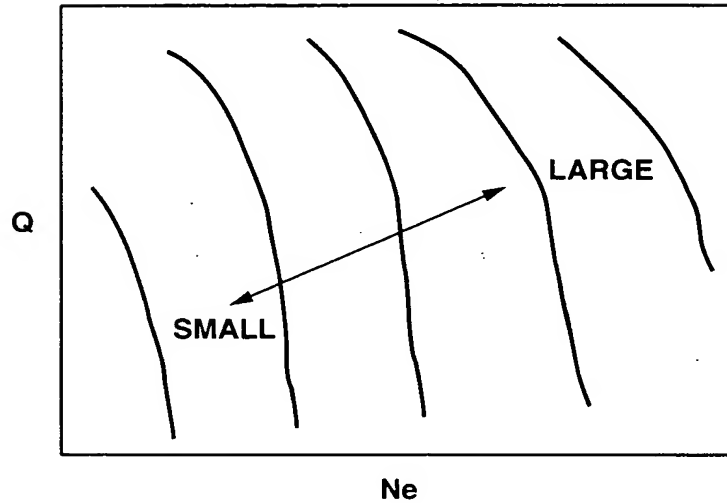
**FIG.14**

TARGET EXHAUST- $\lambda$  UNDER  
DPF-REGENERATION



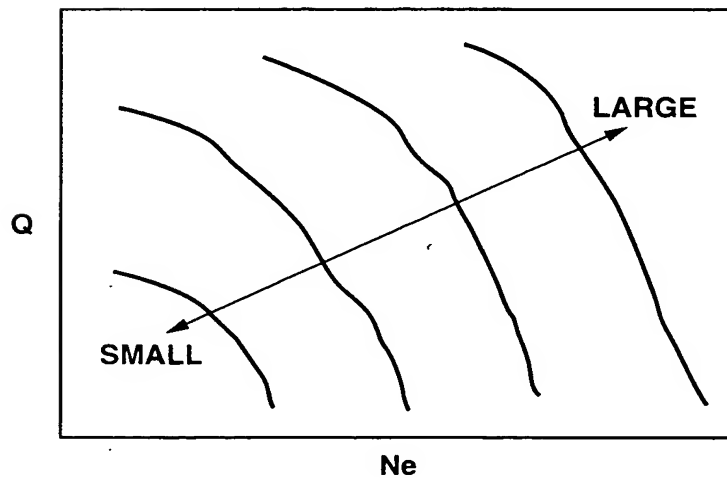
**FIG.15**

TARGET INTAKE AIR AMOUNT  
NEEDED FOR SUPPRESSING LOWERING  
OF DURABILITY OF DPF



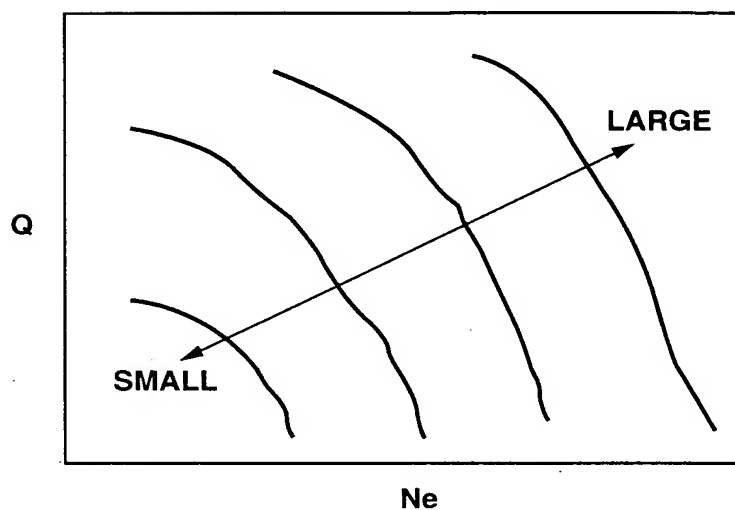
**FIG.16**

UNIT POST INJECTION AMOUNT FOR  
INCREASING DPF TEMPERATURE



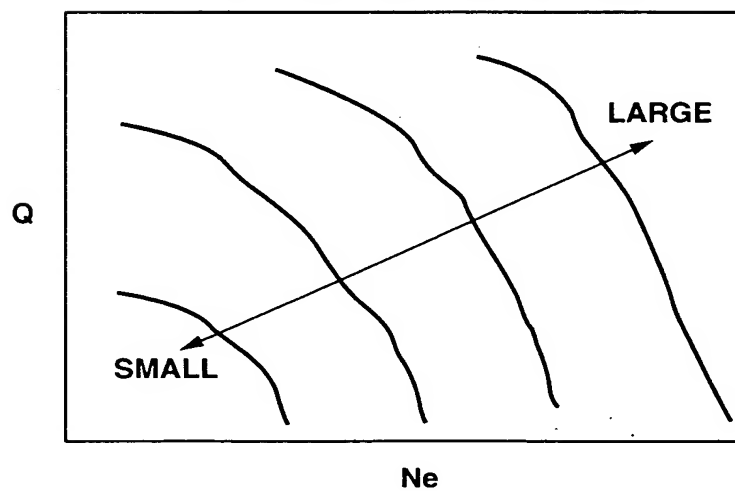
**FIG.17**

TARGET INTAKE AIR AMOUNT  
FOR  $\lambda=1$  OPERATION

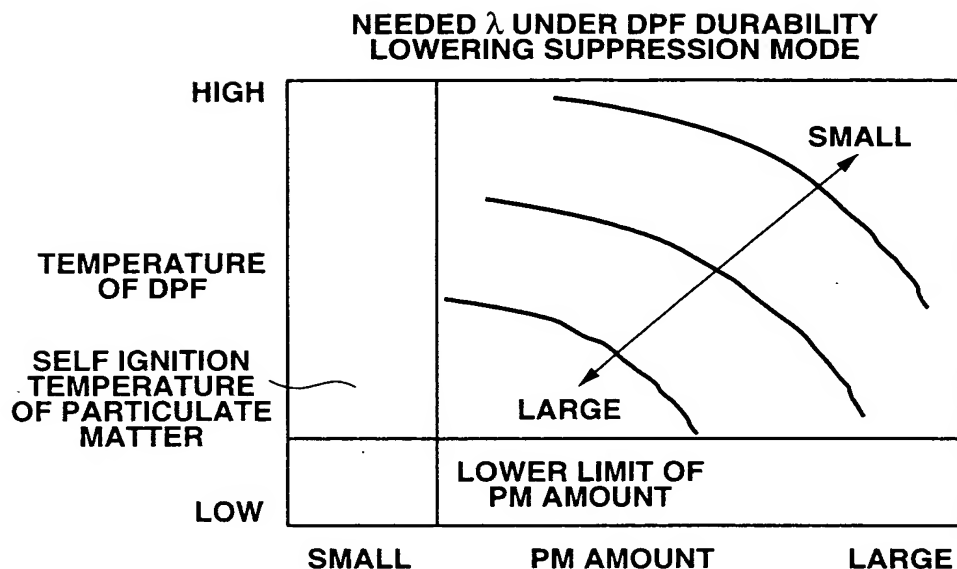


**FIG.18**

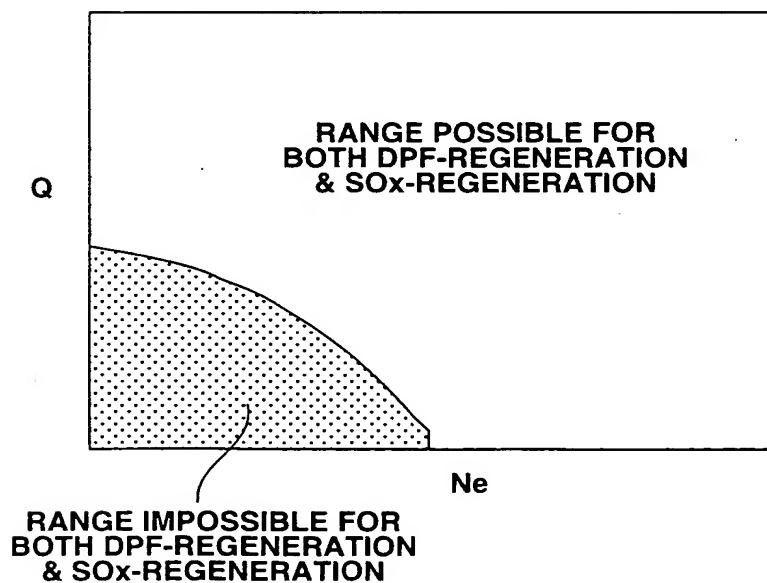
TARGET INTAKE AIR AMOUNT  
FOR RICH-SPIKE OPERATION



**FIG.19**



**FIG.20**



**FIG.21**

